



TRANSPORTATION POLICY ALTERNATIVES COMMITTEE
March 28, 2014
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Karen Buehrig
Lynda David
Chris Deffebach
Courtney Duke
Elissa Gertler, Chair
Carol Gossett
Judith Gray
Eric Hesse
Katherine Kelly
Nancy Kraushaar
Heather McCarey
Dave Nordberg
Cora Potter
Karen Schilling
Steve White

AFFILIATION

Clackamas County
Southwest Washington Regional Transportation Council
Washington Co.
City of Portland
Metro
Community Representative
City of Tigard, representing Cities of Washington County
TriMet
City of Gresham, representing Cities of Multnomah Co.
City of Wilsonville, representing Cities of Clackamas Co.
Community Representative
Oregon Department of Environmental Quality
Community Representative
Multnomah Co.
Community Representative

MEMBERS EXCUSED

Mike Clark
Adrian Esteban
Susie Lahsene
Satvinder Sandhu
Mychal Tetteh
Rian Windsheimer

AFFILIATION

Washington State Department of Transportation
Community Representative
Port of Portland
Federal Highway Administration
Community Representative
Port of Portland

ALTERNATES PRESENT

Phil Healy
Lanie Smith
Ken Burgstahler

AFFILIATION

Port of Portland
Oregon Department of Transportation
Washington State Department of Transportation

STAFF: Taylor Allen, Grace Cho, Kim Ellis, Tom Kloster, Ted Leybold, Chris Myers, Troy Rayburn and Caleb Winter.

1. CALL TO ORDER, DECLARATION OF A QUORUM

Chair Elissa Gertler declared quorum and called the meeting to order at 9:33 a.m.

2. COMMENTS FROM THE CHAIR AND COMMITTEE

Chair Gertler updated TPAC members on the following:

- The public comment period has begun for the Draft 2015-18 Metropolitan Transportation Improvement Program (MTIP), which is accessible on Metro's website.
- Eric Hesse of TriMet announced that the TriMet Fiscal Year 2015 Proposed Budget was released. He highlighted no fare increases and service restoration.
- Tom Kloster of Metro announced Elissa Gertler as the new Metro Planning and Development Director.
- Judith Gray, representing Washington County provided a brief update on the Annual JPACT Lobbying trip to DC. She highlighted transportation funding as a significant issue discussed.
- Ted Leybold of Metro announced that projects applying for Federal TIGER Grants that are consistent with Metro's Regional Transportation Plan can receive a letter of endorsement from Metro by April 17, 2014.
- Carol Gossett, Community Representative, announced the Third Annual Sullivan's Gulch Charrette occurring on Saturday, April 26, 2014.
- Metro's Diversity Action Plan Demographic Survey which was developed in 2012 to uphold a principle value of respect and to reflect the growing diversity of the Metropolitan region. All members of Metro advisory committees will be asked to complete a brief, anonymous demographic survey.

3. CITIZEN COMMUNICATION:

There were none.

4. CONSIDERATION OF THE TPAC MINUTES FOR FEB. 28, 2014

MOTION: Karen Schilling moved, Carol Gossett seconded, to adopt the JPACT Minutes from February 28, 2014 with the following amendments:

- Rian Windsheimer, representing the Oregon Department of Transportation was present on February 28th.

ACTION: With all in favor, the motion passed as amended.

5. AIR QUALITY CONFORMITY METHODOLOGY CONSULTATION

In compliance with Federal mandates, Metro is required to conduct an air quality impact analysis with each update of Metro's Regional Transportation Plan (RTP) and development of a new Metropolitan Transportation Improvement Program (MTIP). While conducting the analysis, Metro consults with local and regional partners about the approach and methodology for conducting the analysis. TPAC has been identified as the forum of local and regional partners for consultation and soliciting feedback.

To demonstrate air quality conformity, the region must:

- Illustrate the projected emissions from transportation sources are equal to or less than the motor vehicle emissions budget(s) established for each analysis year;

- Illustrate the region is meeting performance standards for any adopted transportation control measures (TCMs).

The air quality requires outputs from Metro’s travel demand model to feed into a regional emissions model. The emissions are then assessed against state approved established emissions “budgets” set for the region for specific criteria pollutants. To demonstrate the region is on target with meeting performance standards for the TCMs, off-model assessments are conducted evaluating the cumulative average of annual transit revenue hours and total length of new bicycle and pedestrian infrastructure is built with each Regional Flexible Fund Allocation cycle.

In anticipation of conducting a new conformity determination, Metro staff also consulted with Federal partners (Federal Highway Administration, Federal Transit Administration, US Environmental Protection Agency) as well as regional and state partners (Department of Environmental Quality, Oregon Department of Transportation and TriMet) about the approach and methodology to the air quality conformity analysis. The Federal, State, and Regional partners are in agreement on the approach and methodology to the analysis. Metro conducted the analysis on March 20, 2104.

The draft 2014 RTP and 2015-2018 Joint Air Quality Conformity Determination Public comment opens May 16th and closes June 15, 2014.

Member questions and comments included:

- Eric Hesse of TriMet expressed appreciation for the TCM substitution which now reflects the transit service over the life of the maintenance plan itself.

MOTION: Eric Hesse moved, Dave Nordberg seconded, to move forward with the draft methodology and to conduct the 2014 RTP and 2015-2018 Joint Air Quality Conformity Analysis.

ACTION: With all in favor, the motion passed as amended.

6. UNIFIED PLANNING WORK PROGRAM

Tom Kloster of Metro offered opening remarks regarding the Unified Planning Work Program. JPACT, the Metro Council, and the Southwest Washington RTC adopt the Unified Planning Work Program (UPWP) bi-annually.

Chris Myers of Metro explained that the UPWP is a federally required document that details descriptions of transportation planning tasks, projects and relationships relative to other planning activities in the Portland-Vancouver Metropolitan region. The UPWP summarizes the amount and source of funds for each project utilizing federal dollars beginning July 1st of each fiscal year. The UPWP is developed by Metro with input from local governments including TriMet, Oregon Department of Transportation, Federal Highway Administration and Federal Transit Administration.

There are three new planning projects in the UPWP:

1. Regional Intelligent Transportation System (ITS) Communications Master Plan
2. Regional Intelligent Transportation System (ITS) Architecture Update
3. N/NE Quadrat & I-5 Broadway/Weidler Additional Analysis

Every four years, Metro as the Metropolitan Planning Organization (MPO), undergoes certification review with Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) to ensure compliance with federal transportation planning requirements. The next quadrennial certification review will take place in 2016. In the intervening years Metro undergoes a required self-certification process, with the FHWA and FTA, to ensure Metro's planning process is in compliance with certain Federal requirements as a prerequisite to receiving Federal funds. An exhaustive list of the required self-certification areas can be accessed as a part of the full meeting record. Some of the required self-certification areas include: geographic scope; Agreements; Public Involvement; Title VI.

Member questions and comments included:

- Members asked clarifying questions regarding the staff time and resources contributed from partners throughout the region on the Southwest Corridor Project and whether those hours should be included as the total budget for the region in the UPWP.
- Members commented on the value of the UPWP as a document the community can utilize to identify the progression or result of certain projects throughout the Metropolitan region.

MOTION: Phil Healy moved, Lynda David seconded, to recommend to JPACT the approval of the Unified Planning work Program with noted recommendations.

7. REGIONAL TRAVEL OPTIONS (RTO) PROGRAM EVALUATION

Caleb Winter of Metro introduced five examples of RTO work and regional planning outcomes that have manifested into real examples of sustainable and environmentally friendly travel options for community members throughout the Metropolitan region.

RTO is the region's transportation demand management strategy. RTO is implemented through a partnership with local agencies, non-profits, Department of Environmental Quality and Oregon Department of Transportation. Metro's role is to lead the policy and strategic discussion, administer grants for local projects, coordinate partners, measure and evaluate the RTO program. RTO receives financial support from the regional flexible funds process.

The RTO program includes a number of various services, all of which can be accessed as a part of the full meeting record. Some of the services include: Drive Less. Save More; Employer support, ECO surveys; Individualized Marketing; Carpool Matching; Vanpool incentives; Bike and Walk Maps; and Bike Racks.

Stuart Anderson of Steer Davies Gleave introduced the Regional Travel Options Program Evaluation. Steer Davies Gleave is an independent consultancy that works worldwide across the transport sector. An evaluation of the RTO Program from July 2011—June 2013 was conducted to determine its progress towards policy goals and objectives. A Multiple Account Evaluation framework that focuses on the holistic benefits of the RTO program was developed for the evaluation. Twenty-seven projects were reviewed using the new framework. The evaluations also engaged a wide set of program stakeholders. The complete results of the evaluation can be accessed as a part of the full meeting record. However, some of the evaluation results included: The RTO program contributes to the region's triple bottom line goals in a cost effective manner; Traveler uptake of travel options creates a variety of benefits for the region; and the diverse array of RTO program projects have sustained or exceeded the amount of travelers choosing travel options from previous reporting periods.

Member questions and comments included:

- Members asked about the inclusion of future projects in the RTO Program Evaluation. Mr. Anderson explained that future projects were not considered as a part of the evaluation, however the opportunity does exist. There is an indicator in the framework for analyzing how different RTO projects may leverage infrastructure investment.
- Members asked clarifying questions regarding specific improvements resulting from the RTO Program Evaluation. Mr. Anderson explained that improvements primarily include data collection, programmatic synergies, and the grant process in connection to multiple account evaluation outcomes. However, specific recommendations for individual projects and their implementation plans were not evaluated.
- Members asked clarifying questions about the calculation of transportation and housing costs for vulnerable communities. Members encouraged the collection of data that targets and assesses equity populations.
- Members asked about whether efforts utilized by other MPOs in regards to health and equity metrics were evaluated in the development of the RTO Program Evaluation. Mr. Anderson explained that numerous MPO programs were reviewed to develop indicators and the evaluation framework.
- Members asked about the next steps and refinements to the RTO Program Evaluation. Mr. Winter explained that moving forward includes prioritizing data collection and standardization, maintaining consistent data collection, annual grant reporting, developing improved synergies between program partners and service providers and continuing Multiple Account Evaluation (MAE) development.
- Members asked clarifying questions about measuring effectiveness in terms of vehicle miles traveled (VMTs) and the specific role of eco surveys in developing the analysis. Mr. Anderson explained that the eco data was used to inform regional trends and the impacts of employer engagement programs however it was not a primary source because individual reports and a number of documents from program partners were also utilized.
- Members asked about the funding level and the method for evaluating whether program goals were met.
- Members expressed interest in the relationship between the air quality goals established for the Metropolitan region and the RTO Program Evaluation. Mr. Anderson explained that the RTO Program Evaluation helps provide support for the value of alternative travel option programs and communicating them to the public in a simple way.

8. CLIMATE SMART COMMUNITIES SCENARIOS PROJECT UPDATE ON 2014 ENGAGEMENT ACTIVITIES AND POLICY OPTIONS FOR CONSIDERATION BY MPAC AND JPACT

Kim Ellis of Metro provided an overview of the upcoming public engagement efforts being conducted for the Climate Smart Communities Scenarios Project to inform upcoming JPACT and MPAC discussions to shape the draft preferred approach.

The Climate Smart Communities Scenarios Project was initiated in response to a mandate from the 2009 Oregon Legislature to reduce per capita greenhouse gas emissions from cars and small trucks by 20 percent below 2005 levels by 2035. The goal of the project is to engage community, business, public health and elected leaders in a discussion to shape a preferred approach that accommodates expected growth, meets the state mandate and supports local and regional plans for downtowns, main streets and employment areas.

In February, MPAC and JPACT approved moving forward with the eight-step process to shape and adopt a preferred approach in 2014, which is included as part of the meeting record in [ATTACHMENT 1]. As recommended by MPAC and JPACT, the preferred approach that is developed will start with the plans that cities, counties and the region have adopted – from local zoning, capital improvement plans, comprehensive and transportation system plans to the 2040 Growth Concept and Regional Transportation Plan.

From January to May 2014, Metro is facilitating a Community Choices discussion to explore policy choices and trade-offs. The engagement activities will build upon earlier public engagement to solicit feedback from public officials business and community leaders, interested members of the public and other identified audiences. Online comment opportunities, interviews, discussion groups, and statistically valid public opinion research will be used to collect input on issues such as: perceptions of the region's transportation system; access to jobs; affordable housing and transportation options.

During this period, community and business leaders, local governments and the public will also be asked to weigh in on which investments and actions should be included in the region's preferred approach, with a focus on the policy questions proposed for discussion and input: 1) What mix of investments and actions best support your community's vision for health and equitable communities and a strong economy while reducing green house gas emissions? 2) Given the current uncertainty around transportation funding, how should we pay for investments needed to realize our shared vision for walkable communities, job creation, and affordable housing and transportation choices?

Engagement activities are coordinated with the 2014 Regional Transportation Plan update comment period that began March 21 and continues to May 5, 2014. [FIGURE 1] provides a summary of Phase 3 engagement activities and Council milestones for reference as a part of the meeting record. A public engagement summary report and recommendations for the draft preferred approach will be provided to the Metro council and Metro's policy advisory committees at the first joint MPAC/JPACT meeting.

Member comments included:

- Members asked clarifying questions about local jurisdictions and elected officials understanding the scope of the Climate Smart Communities Scenarios Project and the decisions they will potentially make in alignment with the desired outcomes of the project. Ms. Ellis explained that the roadmap attached to the memo details the action prescribed by MPAC and JPACT, which carries forward locally adopted zoning and comprehensive plans as assumptions. The assumptions are the base that informs the work of the Climate Smart Communities Scenarios Project in reference to investments and actions towards implementing those plans.
- Members highlighted the consideration of private household costs and capital projects across the three scenarios to provide further context. Ms. Ellis confirmed that the operation and capital projects could be split and costs could be reported separately across the three scenarios.

- Members expressed interest in specific questions and answers that will potentially be discussed at the Joint JPACT/MPAC meeting. Ms. Ellis explained that in between the first and second meeting a poll will be developed for MPAC and JPACT members to identify their preferences across the three scenarios based on the allocation of points. The results of the poll will be utilized to develop a draft preferred approach.
- Members suggested a summary discussion guide for the Joint JPACT and MPAC meetings.
- Members asked about voting and polling JPACT and MPAC members at the first joint meeting. Ms. Ellis confirmed that voting outside of the meeting allows committee members time to consult with their local jurisdictions and coordinating committees before they are asked to make a decision on the draft preferred approach.

9. CLIMATE SMART COMMUNITIES SCENARIOS PROJECT

Kim Ellis of Metro introduced Andrea Hamberg of Oregon Health Authority who provided an overview of the Health Impact Assessment (HIA). HIA can increase positive health effects and mitigate unintended health impacts by providing objective, evidence-based information. The Oregon Health Authority conducted the assessment at Metro's request with funds provided by the Center for Disease Control and Prevention's Healthy Community Design Initiative. As mandated by the 2009 Oregon Legislature, Metro regional government is required to assess options for reducing greenhouse gas emissions in the Portland metropolitan area. More than 30 people representing local governments, state and regional agencies, community groups and public health nonprofits provided guidance and data for the HIA. Seven members of the advisory committee provided a full technical review of the draft report. The HIA looked at the potential health benefits that may result from implementing each of the scenarios included in the Climate Smart Communities Project.

The HIA found that the investments in land use and transportation systems under consideration impact health by increasing physical activity, reducing traffic collisions and improving air quality. A complete account of the recommendations that resulted from the HIA can be accessed in the Executive Summary as an attachment to the meeting record. A majority of the health benefits depend on the use of active transportation to decrease emissions. The assessment suggests the final plan could maximize health returns by increasing access and reducing barriers to biking, walking and transit.

Member questions and comments included:

- Members expressed concern with the model utilized for the HIA in reference to Particulate Matter (PM_{2.5}), which may potentially underestimate the actual benefits to air quality. Ms. Hamberg confirmed that utilizing PM 2.5 does present limitations and they expect to see higher improvements in air quality than what is reflected in the model.

10. FINDINGS FROM THE 2014 REGIONAL TRANSPORTATION PLAN AND 2015-18 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM ENVIRONMENTAL JUSTICE AND TITLE VI ANALYSIS

As the Metropolitan Planning Organization (MPO) for the Portland region, Metro is obligated to meet the requirements set forth by Executive Order 12898 on Environmental Justice and Title VI of the 1964 Civil Rights Act. As part of the requirements, Metro must conduct analytical assessments of the agency's transportation planning and programming activities. Therefore, a component of the RTP update and the 2015-2018 MTIP, includes an investment analysis which assesses where short-

term and the long term transportation investments are being made relative to concentrations of five identified environmental justice communities (communities of color, limited English proficiency, low income, youth and older persons).

To develop the approach for conducting the 2014 RTP and 2015-2018 MTIP Environmental Justice and Title VI assessment, Metro staff began by conducting research, looking at some of the following resources: previous benefits and burdens analysis for the MTIP and RTP; Previous stakeholder input from the environmental justice task force formed for the 2014-2015 RFFA Process; and review of other social equity-related tools available. A detailed description of the process for determining the approach and methodology to the Title VI Assessment can be accessed in the [MEMO] as an attachment to the record. The results of a technical survey determined which environmental justice community definitions and thresholds were used for the analysis. Table 1: Survey Results Summary has a detailed description of the definitions and thresholds chosen as an attachment to the meeting record.

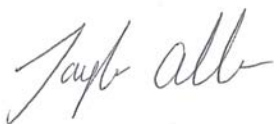
The 2014 RTP and 2015-2018 MTIP Environmental Justice and Title VI Assessment does not make a finding of whether there is a disproportionate or disparate impact on an environmental justice community. Because Metro staff heard through the survey results, comments, and at the TriMet community forums the highly contextual nature of whether a transportation investments serves as a benefit or a burden to an individual persons or a community, the next step of the assessment will potentially engage with representatives from the environmental justice community, local jurisdictions and undergo a formal public comment period to solicit feedback on the initial results illustrating the per capita per acre transportation investments.

Member Comments:

- Members inquired about the “People of Color” demographic map distributed at the meeting. Mr. Ted Leybold explained that demographic maps highlighting concentrations of each of the five identified environmental justice communities will be developed.
- Members asked clarifying questions about whether the analysis was primarily spatial and if there were any additional ways to evaluate investments and their impact on different populations. Mr. Leybold confirmed that the analysis is just spatial relative to the demographics and future projects. A methodology to normalize population density and the square footage of area is being developed because the units of census blocks and tracks vary.
- Members showed interest in accessing the results of the survey and findings before June 27, 2014. Mr. Leybold highlighted that the Title VI Assessment will show disparate investment of a road or act of transportation within the communities and showing potential burdens or benefits associated with the investments.
- Members asked clarifying questions about the public engagement strategy. Mr. Leybold explained that the release of the Draft 2014 RTP and 2015 MTIP Environmental Justice and Title VI assessment will open for public comment on May 16th and end on June 15, 2014.

Chair Gertler adjourned the meeting at 12:02 p.m.

Respectfully Submitted,



Taylor Allen
Recording Secretary

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
5	PPT	03/28/14	2014 RTP and 2015-2018 MTIP Air Quality Conformity	032814-01
6	PPT	03/28/14	Unified Planning Work Program	032814-02
7	PPT	03/28/14	Regional Travel Options Program Evaluation Background	032814-03
7	PPT	03/28/14	Regional Travel Options Program: 2011-2013 Evaluation	032814-04
8	Handout	03/28/14	Climate Smart Communities Scenarios Project Draft TPAC & MTAC Briefing Materials Shaping the Preferred Approach	032814-05
10	Memo	03/28/14	2014 RTP and 2015-2018 MTIP Environmental Justice and Title VI Assessment Observations and Process Schedule	032814-06
N/A	Factsheet	03/28/14	Public Comment Period March 21 to May 5	032814-07

